

State of California
Business, Transportation and Housing Agency
Department of Transportation

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HIGHWAY FINANCIAL MATTERS
Allocations for Supplemental Funds
Resolution: FA-99-09
CTC Meeting: June 14-15, 2000

Agenda Item: 2.5e

Original Signed By

W. J. EVANS, Deputy Director
Finance
June 1, 2000

**ALLOCATION FOR ADDITIONAL FUNDS
FOR PREVIOUSLY APPROVED PROJECTS**

RESOLUTION FA-99-09

RECOMMENDATION

The Department recommends the California Transportation Commission approve the following Resolution.

FINANCIAL RESOLUTION

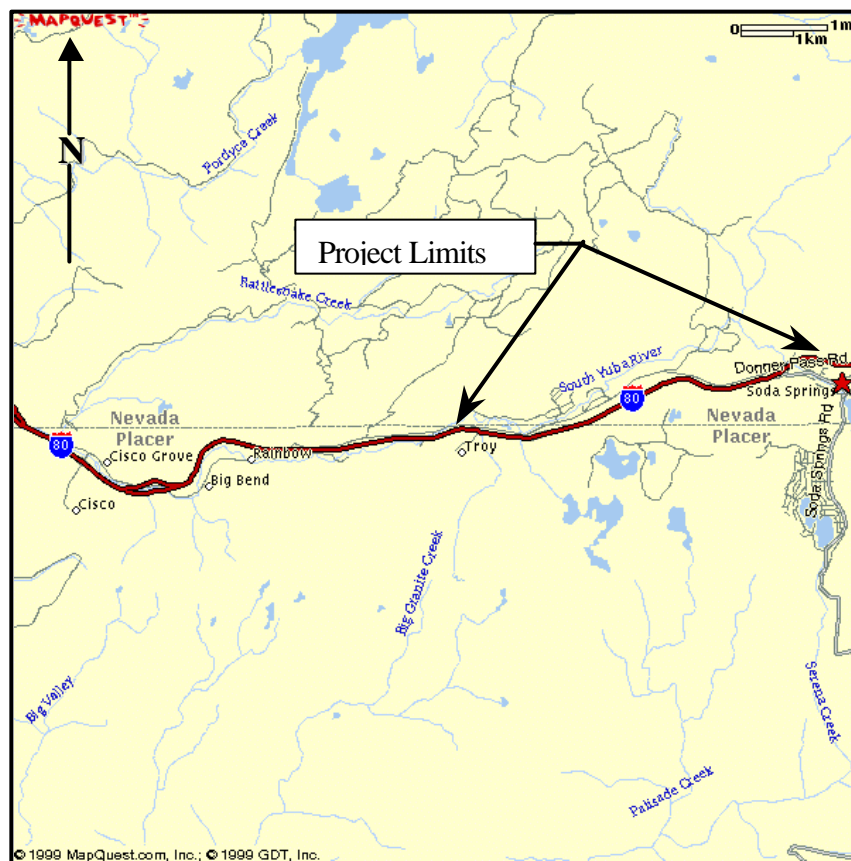
Resolved, that \$6,360,000 be allocated from Budget Act Items 2660-301-0042 and 2660-301-0890 Budget Acts of 1998 and 1999 to provide additional funds for the projects on the attached sheet.

SUMMARY AND CONCLUSIONS

This resolution allocates \$6,360,000 of additional State and federal funds for three (3) previously approved projects listed below:

Project	Dist-Co-Rte	Original Vote/G11 Amount	Award Amount	Current Budget Amount	Current Allocation Revision	Revised Budget Amount	Total Increase Vote/Award
1	03-Pla-80	\$16,650,000	\$12,610,000	\$12,610,000	\$6,000,000	\$17,838,000	41% A
2	07-Ven-33	\$1,800,000	\$3,089,000	\$3,089,000	\$110,000	\$3,199,000	4% A
3	10-SJ-26	\$566,000	\$677,300	\$677,300	\$250,000	\$927,300	64% A

Project #	EA				
Allocation Amount	PPNO				
Recipient	Budget Year		State	State	State
County	Item #	Location	Federal	Federal	Federal
Dist-Co-Rte	Program	Project Description	Current	Additional	Revised
Postmile	Codes	Reason for Supplemental Funds	Budget	Allocation	Total Amount
	Program		Amount		
1					
\$6,000,000	1A0701	In Placer and Nevada Counties at various			
Department of	(5057)	locations.			
Transportation	1999-00	Rehabilitate roadway.			
Placer	301-0042	Supplemental funds are needed for on-	\$1,060,000	\$510,000	\$1,570,000
03N-Pla-80	301-0890	going project.	\$11,550,000	\$5,490,000	\$17,040,000
68.5/R12.6	20.20.201.120				
	SHOPP		\$12,610,000	\$6,000,000	\$18,610,000



PROJECT DESCRIPTION

The project is located in Placer and Nevada Counties at various locations from east of Troy Undercrossing to west of Donner Lake. Work involves rehabilitation of existing pavement by placing a Portland Cement Concrete (PCC) overlay. The project will provide Asphalt Concrete (AC) overlay at one location. Work also involves replacement of existing Metal Beam Guard Rails and traffic loops; Installation of Overhead Signs, Changeable Message Signs (CMS) and slip liners in culverts; and Lighting upgrades at chain control areas.

The project is approximately 5% complete.

FUNDING STATUS

This project was programmed in the 1998 SHOPP Midcycle Revision in the 1999/00 fiscal year for \$16,650,000. The project received an allocation of \$16,650,000 in June 1999 and was awarded for \$12,610,000 in August 1999. This request of \$6,000,000 in supplemental funds for this ongoing project will result in a total project cost increase of 41% over the award amount.

BACKGROUND

Existing pavement is over 40 years old, and has exceeded its design life. The current AC shoulders and chain control areas are not holding up to the chain wear, heavy trucks and the snow removal. The current project rehabilitates the pavement by providing PCC/AC overlays. During the design of the project, with coordination and concurrence from the Transportation Departments of Nevada and Placer Counties, Traffic Management Plans (TMP) were developed based on a detour of westbound traffic onto the old Highway 40 (Donner Pass Road) during non-peak traffic periods. The Department's intent was to complete the mainline paving this construction season and reduce continued impacts to the travelling public in a subsequent season.

REASON FOR INCREASE

The contract plans included using Donner Pass Road (Old Hwy 40) as a detour for traffic between Soda Springs interchange and Rainbow (Hampshire Rocks UC). Due to concerns raised by the Donner Summit Safety and Environmental Protection Alliance (Alliance), the Department reconsidered using Donner Pass as a detour alternative. The Alliance's main concern was the increase of traffic on the old highway. Additional concerns included the speed limits, increased traffic impacts to local traffic, etc. Based on the concerns raised by the Alliance, the Department decided not to use Donner Pass Road as a detour alternative since the Alliance's concerns could not be fully mitigated.

The Department reviewed different traffic staging alternatives with the Contractor that would avoid use of the old highway, attempt to keep the project to one season, and keep additional project costs to a minimum. Alternatives considered included: Using Donner Pass Road as planned with TMP enhancements; Using eastbound (EB) roadway for detour by constructing median crossovers; Rescheduling paving work to night work; Running traffic through the project on mainline; Widening the westbound (WB) median and shifting traffic; and modifying or terminating the contract.

The preferred alternative is to keep traffic on the mainline, utilizing a median crossover, thereby moving westbound traffic to the eastbound lanes. Mainline paving would be done during daytime hours. A single lane suitable to maintaining traffic on the mainline will be provided WB during weekdays and two lanes will be provided on weekends to meet public needs. This would provide the contractor room to work on WB lanes without traffic impacts, providing a safer work environment. Change in project staging from use of the detour to the alternative of median crossover during construction will result in additional funds in the amount of approximately \$6,000,000.

Cost Summary:

1. Paving concrete during extended hours	\$ 1,225,000
2. Paving concrete	\$ 460,000
3. Additional traffic control	\$ 1,875,000
4. Additional traffic risk exposure	\$ 715,000
5. Added supervision extended duration & double shift	\$ 490,000
6. Second year mobilization	<u>\$1, 235,000</u>
Total:	\$ 6,000,000

FUNDING OPTIONS

- Option A: Approve this request as presented above for \$6,000,000 to allow this project to be completed with the change in scope for the median crossover.
This option provides the best solution for maintaining traffic and addresses public concerns. The Department is working with the contractor to complete this project in a reasonable time frame and still provide a safe work environment.
- Option B: Deny this request and direct the Department to terminate the construction contract, repackaging the contract and re-bid the project for next construction season.
The Department does not anticipate any cost saving with this option. Delaying the project would add to cumulative traffic impacts in the area while resulting in further deterioration of the pavement and increased maintenance cost.
- Option C: Deny this request and direct the Department to deliver the project based on the original scope. Significant negotiations have taken place between the local residents and public officials and this option has been deemed unacceptable. This alternative would require the Department to reinitiate negotiations and would therefore delay construction.

RECOMMENDED OPTION

The Department recommends OPTION A, as presented above for \$6,000,000, to allow this project to be completed with the revised stage construction plans.

Project #	EA				
Allocation Amount	PPNO				
Recipient	Budget Year		State	State	State
County	Item #	Location	Federal	Federal	Federal
Dist-Co-Rte	Program	Project Description	Current	Additional	Revised
Postmile	Codes	Reason for Supplemental Funds	Budget	Allocation	Total Amount
	Program		Amount		
2					
\$110,000	171701	Near Ojai at various locations.			
Department of	2016	Replace bridges.			
Transportation	1998-99				
	301-0042	Supplemental funds are needed for on-	\$618,000	\$22,000	\$640,000
Ventura	301-0890	going project	\$2,471,000	\$88,000	\$2,559,000
07S-Ven-33	20.20.201.110				
29.9/47.6	SHOPP				
			\$3,089,000	\$110,000	\$3,199,000



PROJECT DESCRIPTION

The project consists of bridge replacement work at various locations on Route 33, in Ventura County, near the city of Ojai. The project is approximately 90% complete

FUNDING STATUS

The project was programmed in the 98 SHOPP for \$3,132,000 and voted in July 1998 for \$1,880,000. A supplemental allocation was made in December 1998 in the amount of \$1,356,000 to award the project. The project was awarded for \$3,089,000. This request for \$110,000 in supplemental funds will result in the total project cost increase of approximately 4% over the awarded amount.

BACKGROUND

The bridges in this project were constructed in the early 1930's and have reached the end of their service life. This project is part of an ongoing program to replace bridges on the State Highway System.

REASONS FOR INCREASE

The traffic control measures on the project increased significantly as a result of an emergency contract that was initiated to repair a landslide within the limits of this project. This resulted in an increase of approximately \$30,000. The construction is in an environmentally sensitive area, requiring several permits from state and federal agencies. Construction activities had to be suspended because of the presence of endangered species identified during construction. This resulted in delays and modifications to construction staging, resulting in a cost increase of approximately \$50,000. These suspensions of contract work resulted in the need to extend the contract length for the consultant biologists monitoring and surveying wildlife to ensure compliance with permit requirements during construction. This resulted in an increase of approximately \$30,000.

FUNDING OPTIONS

Option A: Approve this request as presented above for \$110,000 to allow the construction to be completed.

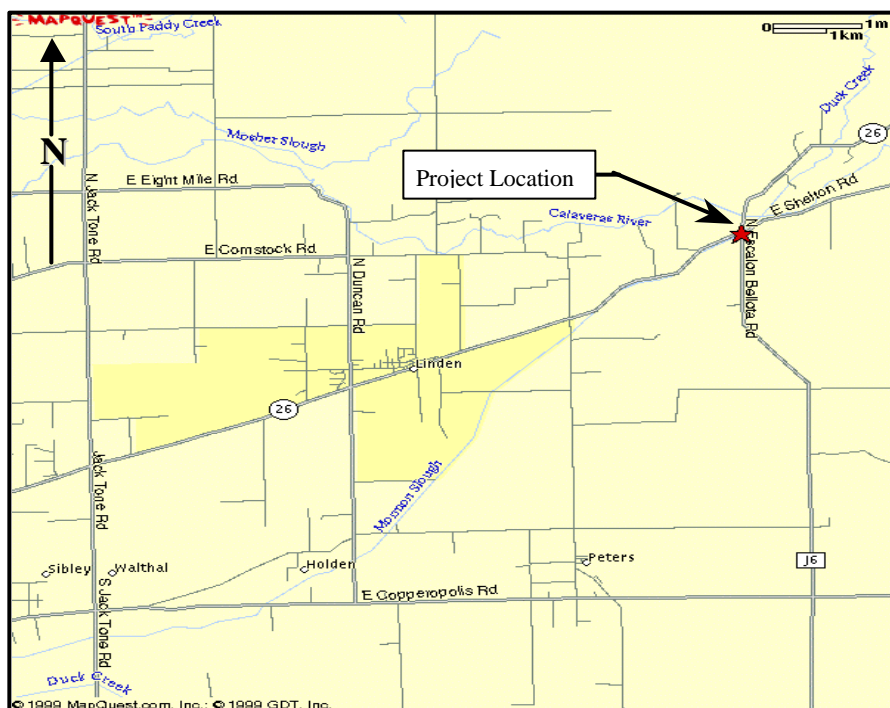
Option B: Deny this request and direct the Department to deliver the project within the current allocation.

This would result in violations of state and federal permit requirements, so the Department did not consider this option.

RECOMMENDED OPTION

The department recommends Option A, as presented above for \$110,000, to allow the construction to be completed.

Project #	EA				
Allocation Amount	PPNO				
Recipient	Budget Year		State	State	State
County	Item #	Location	Federal	Federal	Federal
Dist-Co-Rte	Program	Project Description	Current	Additional	Revised
Postmile	Codes	Reason for Supplemental Funds	Budget	Allocation	Total Amount
	Program		Amount		
3					
\$250,000	475301	From 0.3 kilometer west of Escalon-			
Department of	(7483)	Bellotta Rd to Calaveras River Br.			
Transportation	1998-99	Realign two-lane highway.			
San Joaquin	301-0042	Supplemental funds are needed for on-	\$677,300	\$250,000	\$927,300
10N-SJ-26	301-0890	going project to place additional layers of	-	-	-
24.0/24.6 (KP)	20.20.201.310	base materials.			
	SHOPP		\$677,300	\$250,000	\$927,3000



PROJECT DESCRIPTION

This project is on Route 26 in San Joaquin County, near Linden, from 0.3 KM west to 0.3 KM east of Escalon Bellota Road. Work involves realigning the existing two-lane highway to flatten a curved alignment.

The project is approximately 50% complete.

FUNDING STATUS

The project was programmed in the 1998 SHOPP Midcycle Revision in the 1998/99 fiscal year for \$566,000. The project was voted in May 1999 for \$566,000. The Department allocated \$15,300 under the authority delegated under resolution G-12 to award the project for \$581,300 in January 2000. The project received an additional G-12 allocation of \$96,000 in April 2000 to provide for additional flagging, Construction Zone Enhanced Enforcement Patrol (COZEPP), and to restore the contingency fund for the project. The Department

has allocated \$39,000 in additional funds under resolution G-12 in June 2000 to start the work on stabilizing failed subgrade areas. The current request of \$250,000 for the ongoing project will result in the total project cost increase of 64% over the original allocation.

BACKGROUND

The project was initiated to correct a curve on Route 26 by realigning a short segment of the roadway. Shortly after the start of construction, the native material at the project site was found to contain excessive moisture content, thus making it a poor subgrade material. A Contract Change Order (CCO) was written to treat the subgrade, and the work was resumed. Aggregate base was placed over the treated subgrade, and a layer of Asphalt Concrete (AC) was placed.

At the east end of the project limits, the contract plans call for lowering the roadway profile by removing the existing roadway section and placing 14 inches of AC over native material. The native material at this end was also found to contain excessive moisture. Staged construction required the Contractor to open the roadway to one way traffic after placing approximately 8 inches of AC. The newly placed AC started to settle under the traffic loads due to the presence of excessive moisture and the expansive materials in the subgrade.

REASON FOR INCREASE

The Department's Materials Lab has recommended removing up to 36" of unsuitable material at various locations throughout the project and replacing it with Aggregate Base overlaid by 8 inches of AC. Pavement Reinforcement Fabric will also be placed between the native material and the Aggregate Base. Approximately \$250,000 is needed to perform this additional work to stabilize the subgrade material.

FUNDING OPTIONS

- Option A: Approve this request as presented above for \$250,000 to perform the additional work and allow this project to be completed.
- Option B: Deny this request and direct the Department to suspend the contract and explore other alternatives that involve no cost increases.

The Department's Materials Lab has concluded that removal of failed subgrade material and replacing with good base material is the only solution to expedite completion of the project. It has been determined that failure to stabilize the subgrade in a timely manner will lead to rapid deterioration of the newly placed AC and result in substantial cost in the near future to maintain a safe and operational highway.

RECOMMENDED OPTION

The Department recommends OPTION A, as presented above for \$250,000, to allow this project to be completed.